

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

Property Name: Bridge # 13.55, High Bridge Road Bridge Inventory Number: QA-598
Address: Carries High Bridge Rd over the Queen Anne's and Kent Rail Corridor Historic district: ☒ yes ☐ no
City: Millington vicinity Zip Code: 21651 County: Queen Annes
USGS Quadrangle(s): Millington
Property Owner: Maryland Transit Administration Tax Account ID Number: N/A
Tax Map Parcel Number(s): N/A Tax Map Number: N/A
Project: Repair work to the existing Bridge # 13.55, High Bridge Road Agency: Maryland Transit Administration
Agency Prepared By: _____
Preparer's Name: Joseph Schuchman Date Prepared: 7/3/2007
Documentation is presented in: A physical description of this resource may be found under Item 7, on the Maryland Inventory of Historic Properties Form prepared for Bridge No. 13.55; the significance of the resource is evaluated under Item 8.
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: Queen Anne's and Kent Rail Corridor
Inventory Number: K-699 ; QA - 599 Eligible: ☒ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Bridge 13.55 which carries High Bridge Road across the former Queen Anne's and Kent Railroad, is not eligible for listing in the National Register. Under Criterion A, while the resource is associated with growth and development brought to the eastern shore by the presence of both the railroad and improved roads, Bridge 13.55 is a representative and commonplace example of an early 20th century vehicular crossing. Under Criterion B, Bridge 13.55 is not associated with the lives of persons significant in our past. Under Criterion C, the bridge crossing is vernacular in execution, does not embody the distinctive characteristics of a type, period or method of construction and does not represent the work of a master or possess high artistic high artistic values.

Owing to its long standing historic association with the Queen Anne's and Kent Railroad, Bridge 13.55 is a contributing resource in the Queen Anne's and Kent Rail Corridor. This determination has been made in accordance with the National Register Bulletin entitled "How to Apply the National Register Criteria for Evaluation" (National Park Service: 1988).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: Contributes to QA-599/K-699

Jim Schuchman ✓
Reviewer, Office of Preservation Services

8/28/07
Date

[Signature]
Reviewer, National Register Program

8/28/07
Date

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-598

1. Name of Property (indicate preferred name)

historic Bridge No. 13.55 on High Bridge Road

other

2. Location

street and number Crossing the Queen Anne's and Kent Rail Corridor not for publication

city, town Millington vicinity vicinity

county Queen Anne's

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Transit Administration

street and number 6 St. Paul St telephone (410)-539-5000

city, town Baltimore state Md zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☒ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources
previously listed in the Inventory

7. Description

Inventory No. QA-598

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. 13.55 is located southeast of the Town of Millington in Queen Anne's County and carries High Bridge Road over the Queen Anne's and Kent Rail Corridor (Figure 1, Photographs 1 through 9). The structure was constructed in 1914.

The rail line was constructed in 1868; at this location the track runs below grade necessitating a bridge crossing. At least one earlier bridge spanned the track at this location. No physical evidence of an earlier crossing survives and no information has yet come to light over the appearance of this earlier bridge. Historic Atlas Maps from 1877 (Figure 2), and 1905 (Figure 3) consistently illustrate a bridge spanning the rail line at this site (Lake, Griffing and Stevenson, 1877; USGS, 1905).

The through girder bridge is functional in appearance and is comprised of five span consisting of four timber approach spans (two spans continuous at each end) and a simple through-plate girder span that crosses the single rail track. Girder bridges where the girders are located below the deck or roadway are termed deck girder bridges. Girder bridges in which the girders extend above the roadway level are through girders.

The bridge has an overall length of 90'-10" and supports a 20'-9" wide two lane approach road, with one lane in each direction. The center span is comprised of two riveted steel thru plate girders, 22'2" on center with two transverse steel floor beams and nine longitudinal steel stringers. Each approach span consists of ten 13-1/2" X 6" timber stringers, 2'-5" on center. The substructure consists of two concrete stub abutments and four concrete pedestals which support timber frame bents. The deck is constructed of 2" X 6" timbers set on edge with a 1 1/2" asphalt overlay. A W-beam guardrail extends across the bridge and onto the approach roads.

8. Significance

Inventory No. QA-598

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 1914

Architect/Builder Pennsylvania Railroad

Construction dates 1914

Evaluation for:

☒ National Register☐ Maryland Register☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form - see manual.)

The Maryland State Roads Commission established a seven year program for road and bridge improvements beginning in 1908, the year the commission was established, and ending in 1915. The construction of plate-girder Bridge 13.55 in 1914 may have been an outgrowth of this program.

With the automotive revolution bringing heavy traffic loads to ordinary highway bridges, the early twentieth century witnessed further standardization of design for girder bridges erected both on roads and railroads. Highway engineer Milo S. Ketchum, in a 1908 handbook, noted that "for spans of, say, 30 feet and under rolled beams are often used to carry the roadway, while for spans from about 30 to 100 feet plate girders are used" (Ketchum 1908:11). Waddell in 1916 observed that "the ordinary limit of plate girder spans is about one hundred (100) feet, but that limit has often been surpassed by twenty-five (25) or thirty (30) percent for simple spans and by much more for swing spans" (Waddell 1916:409).

As with the rest of the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffic.

Official state and county highway reports- issued between 1900 and the early 1920s through the Highway Division of the Maryland Geological Survey, and its successor, the State Roads Commission - generally do not reference or describe girder construction. An analysis of the current statewide listing of county and municipal bridges (a listing maintained by the State Highway Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. (It should be noted that the "1900" date is often given when no exact date is pinpointed for a bridge that is clearly old). A grand total of 200 bridges (including "steel culverts"), out of 550 bridges dated on the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that metal girder bridges in Maryland between 1900 and 1930 were only less popular than reinforced concrete bridges among the various highway bridge types built in the early twentieth century. However, these numbers must be interpreted with caution, as they do not necessarily include all county and municipal

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Name
Continuation Sheet

Number 8 Page 1

bridges. Analysis of the more detailed 1993 Maryland State Highway Administration Bridge Inventory offers a portrait of historical patterns for the state's extant vehicular metal girder bridges built between 1900 and 1940. The earliest steel girder bridge listed on the state bridge inventory is the U.S. 11 Bridge, a 308-foot-long, three-span structure built in 1909 to carry the road over the Potomac River and the Western Maryland Railway. Only one steel girder or beam structure, Bridge 3092 on State Route 147 over Long Green Creek, is dated between 1910 and 1920 (it is a single span of 37 feet built in 1915 and reconstructed or altered in unspecified fashion in 1969). Between 1921 and 1930, however, 13 bridges now extant were built as steel girders or beams, or incorporated such spans. By 1921, most girder bridges erected by the State Roads Commission included reinforced concrete decks; as the inventory also clearly indicates, many girder bridges were structures built to eliminate dangerous railroad grade crossings (Maryland Department of Transportation 1993).

9. Major Bibliographical References

Inventory No. QA-598

Century Engineering Inc. and Sabra, Wang and Associates, Comprehensive Structural Inspection of Aerial Structures and Bridges, Massey/Centerville Freight Rail Line 148, Massey/Chestertown Freight Rail Line 149, Seaford/Cambridge Freight Line 168
Unpublished document prepared for the Maryland Department of Transportation, June, 2006
Hall, Caroline, "Bridge No. 17021, MD 213 over Old Mill Stream Branch," Unpublished document prepared by the Maryland State Highway Administration, 1997.
Spero, P.A. C & Company and Berger, Louis & Associates, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, unpublished document prepared for the Maryland State Highway Administration, 1995

Maps:

Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (Philadelphia: 1877)
Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (1877) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).

10. Geographical Data

Acreage of surveyed property N/A
Acreage of historical setting N/A
Quadrangle name Sudlersville MD-DE

Quadrangle scale: 1: 24,000

Verbal boundary description and justification

Two lane vehicular bridge carrying High Bridge Road over the Queen Anne's and Kent Railroad Corridor and associated abutments, wing walls and approach roads.

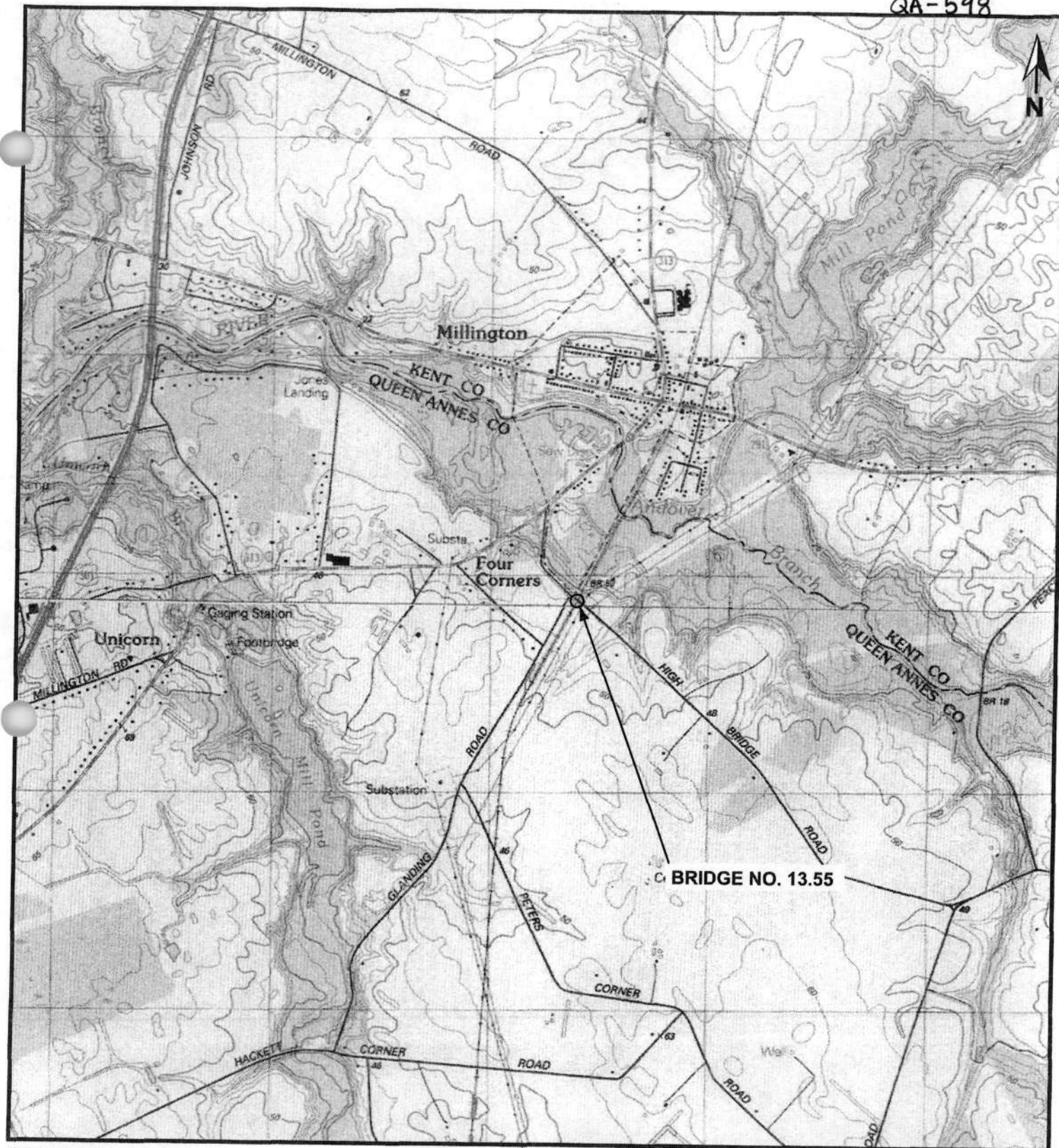
11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc	date	July 3, 2007
street & number	7125 Ambassador Road, Suite 200	telephone	(410) 944-9112
city or town	Baltimore	state	MD 21244-2708

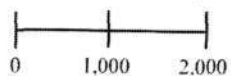
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning



SCALE: 1" = 2,000'



REFERENCE: United States Department of Interior Geological Survey
 Millington, MD-DEL. (1993) and Sudlersville, MD-DEL. (1993)

FIGURE 1
PROJECT LOCATION MAP
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
HIGH BRIDGE ROAD BRIDGE #13.55

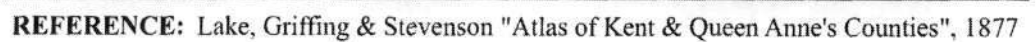
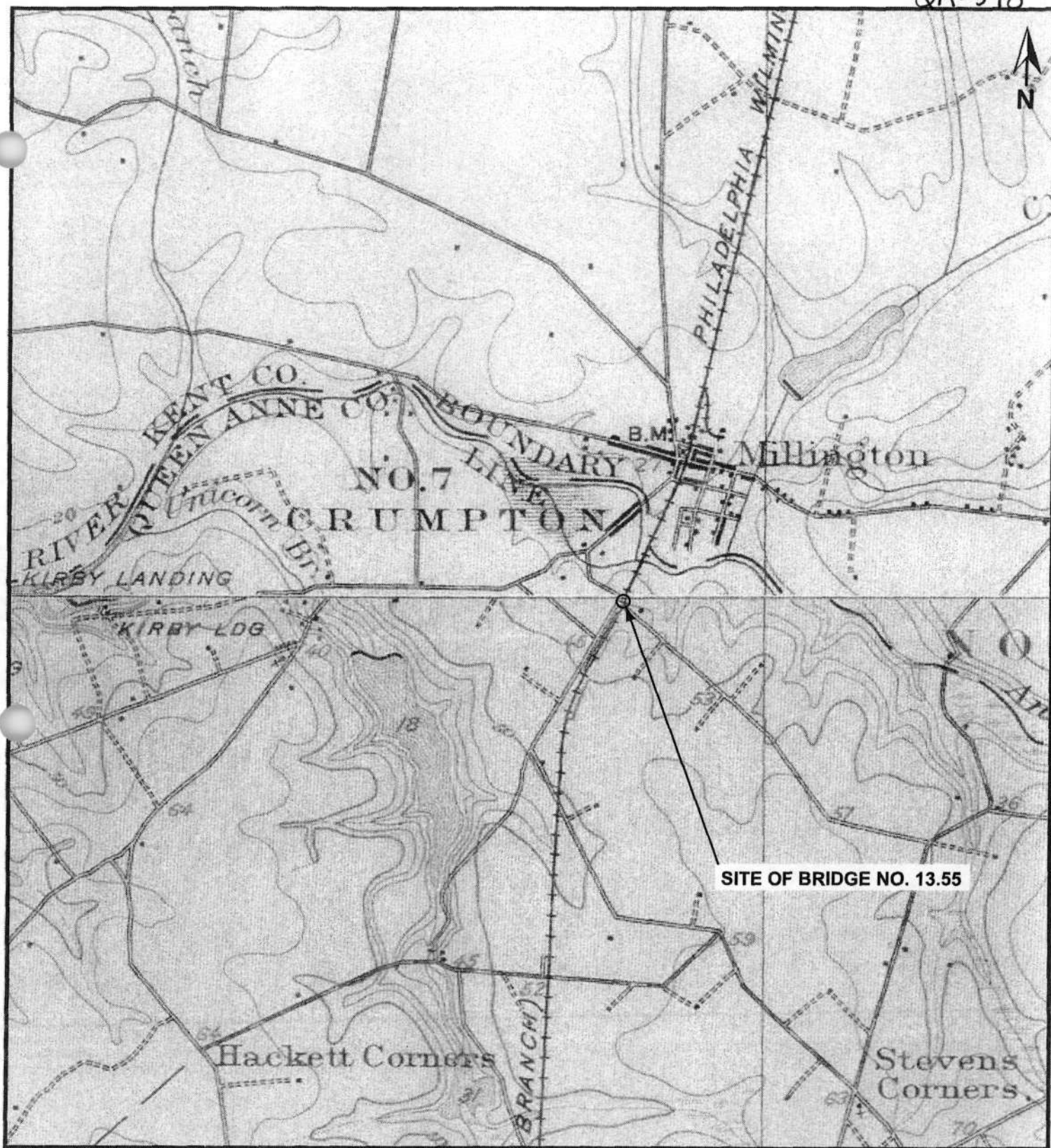
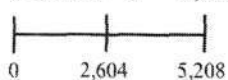


FIGURE 2
SITE OF BRIDGE NO. 13.55 ON HIGH BRIDGE ROAD
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
HIGH BRIDGE ROAD BRIDGE #13.55



SCALE: 1" = 5,208'

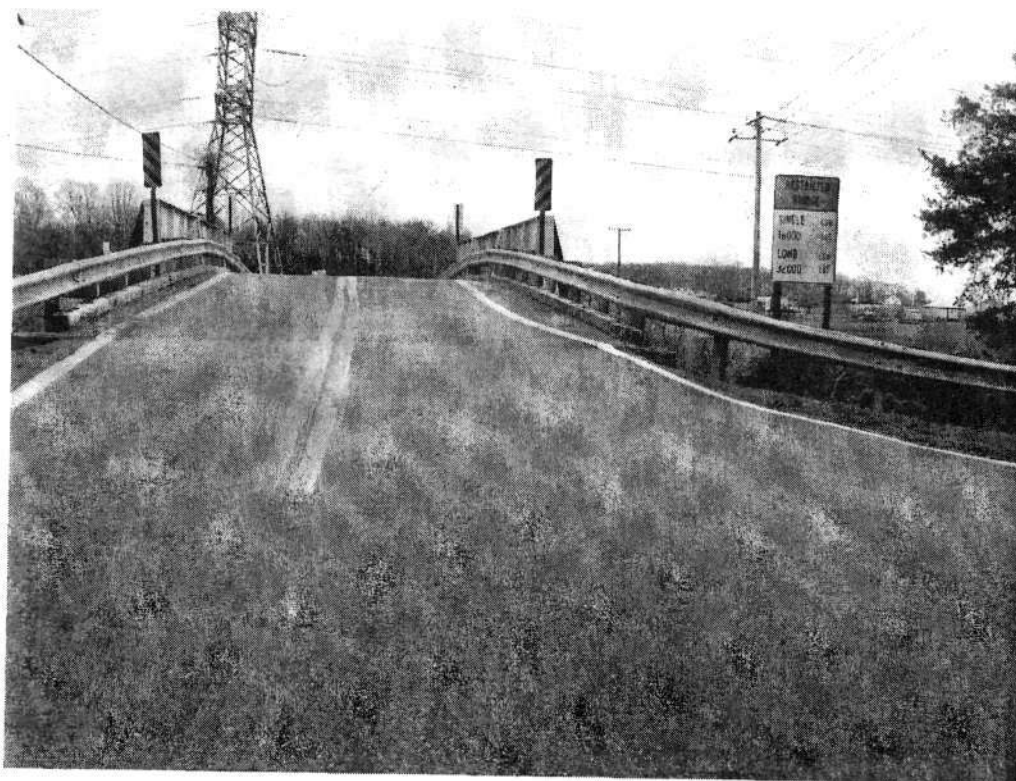


REFERENCE: Historical Geology Typography Map of Cecilton and Barclay dated 1905

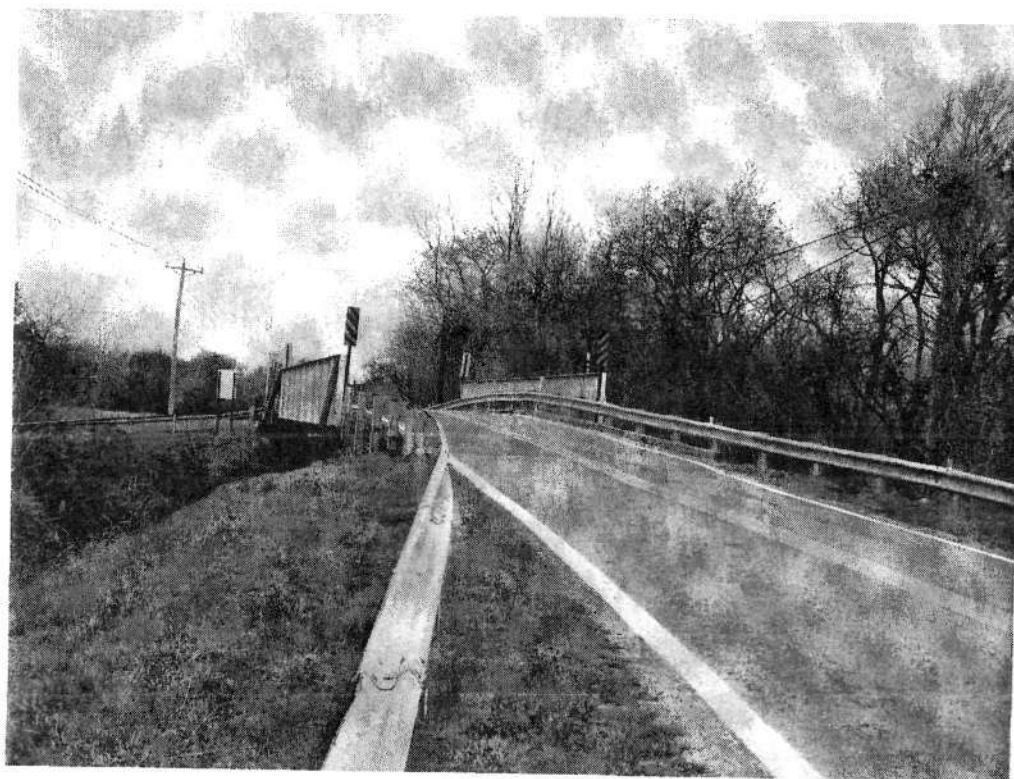
FIGURE 3
SITE OF BRIDGE NO. 13.55 ON HIGH BRIDGE ROAD
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM
HIGH BRIDGE ROAD BRIDGE #13.55

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

High Bridge Road Bridge #13.55

**PHOTOGRAPH 1**

View looking east toward Bridge No. 13.55 on High Bridge Road (April 2007).

**PHOTOGRAPH 2**

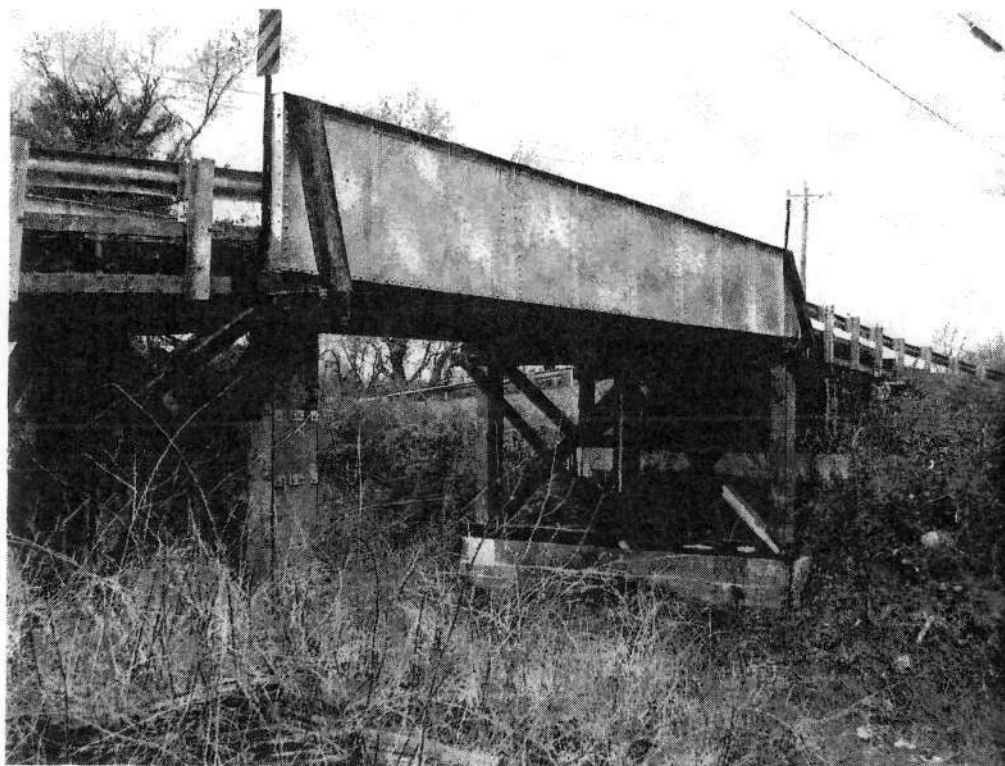
View looking west-northwest toward Bridge No. 13.55 on High Bridge Road (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

High Bridge Road Bridge #13.55

**PHOTOGRAPH 3**

View looking south toward Bridge No. 13.55 from the Queen Anne's and Kent Railroad (April 2007).

**PHOTOGRAPH 4**

View looking southwest toward Bridge No. 13.55 from the railroad right-of-way (April 2007).

High Bridge Road Bridge #13.55



PHOTOGRAPH 5

View looking south toward the east abutment of Bridge No. 13.55 (April 2007).



PHOTOGRAPH 6

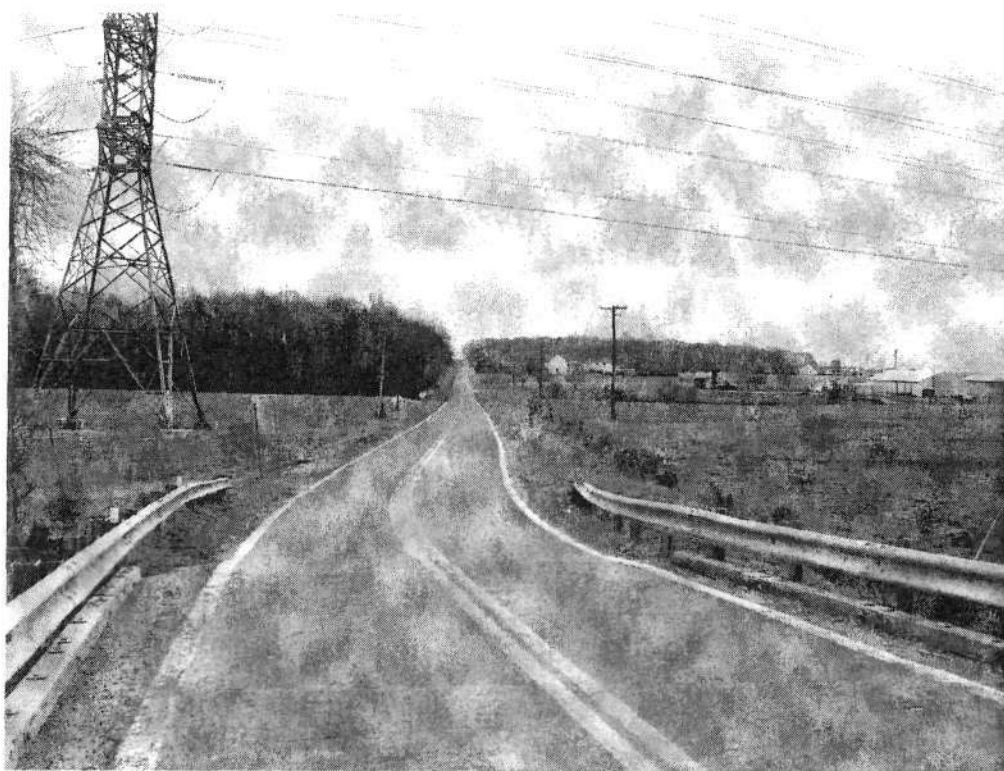
View looking north from Bridge No. 13.55 toward the Queen Anne's and Kent Railroad (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

High Bridge Road Bridge #13.55

**PHOTOGRAPH 7**

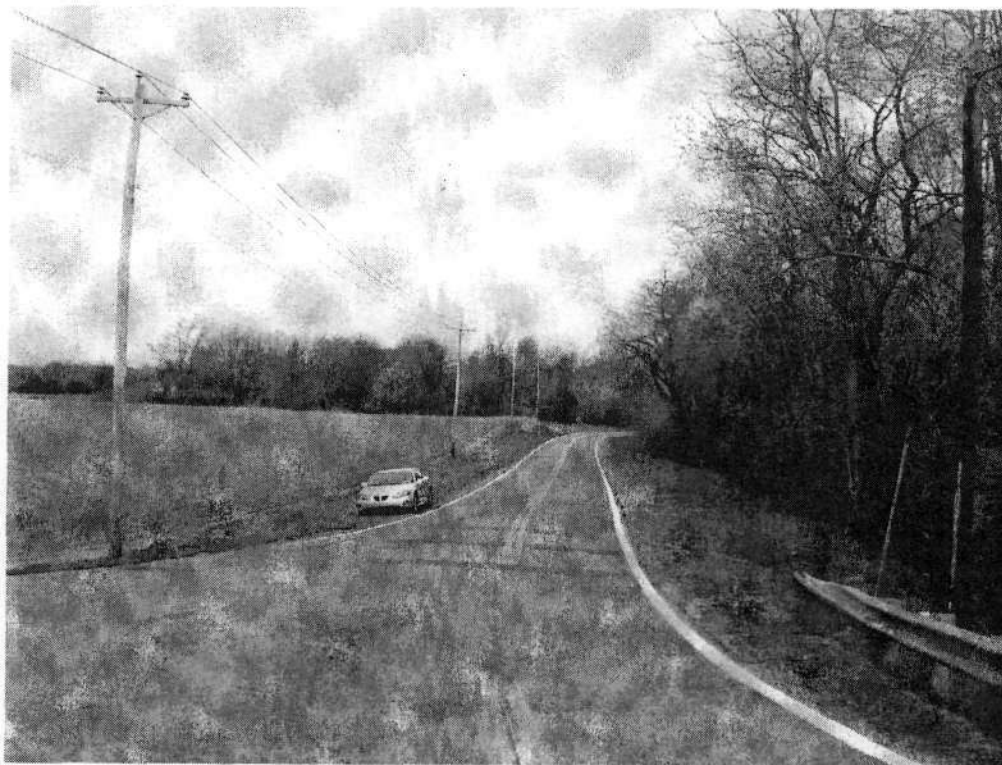
View looking south from Bridge No. 13.55 toward the Queen Anne's and Kent Railroad (April 2007).

**PHOTOGRAPH 8**

View looking east from Bridge No. 13.55 toward High Bridge Road (April 2007).

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

High Bridge Road Bridge #13.55

**PHOTOGRAPH 9**

View looking west from Bridge No. 13.55 toward High Bridge Road (April 2007).